

REMARKS

Claims 1, 2, 5, 7-12, 14 and 15 are resubmitted, claims 1, 2, 11, 12 and 15 are hereby amended and claims 3, 4, 6, and 13 are hereby cancelled.

Status of Claims

Claim 6 is objected to under 35 CFR 1.75 as being a substantially duplicate of claim 5.

Claims 1, 2, and 11 stand rejected under 35 U.S.C. 102(b) as being anticipated by U.S. patent 4,190,130 ("Beck").

Claims 5 and 6 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Beck based on official notice that a filter is a commonly used element to remove contaminants within a fluid system.

Claims 3, 4, and 12-15 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form.

Claims 7-10 stand allowed.

In response, claims 1, 2, 11, 12 and 15 are hereby amended. Claim 1 was amended to include the limitations found in dependent claims 3 and 4. Support for this limitation can be found in the specification which discloses the use of fuel or water as the auxiliary source of fluid. As such, claims 3 and 4 were cancelled.

Claim 11 was amended to also include the limitation that the auxiliary fluid source is either fuel or potable water. Support for this limitation can be

found in the specification which discloses the use of fuel or water as the auxiliary fluid source.

Claim 12 was amended to distinctly claim that the auxiliary fluid source is contained in a fuel tank of an aircraft. Support for this limitation can be found in the specification at page 4, paragraph [016], line 7 where it is disclosed "... a motor will be activated to pump liquid fuel from a fuel tank...".

Claims 2 and 15 were amended to better describe the function of the check valve. Support for this can be found in the specification at page 4, paragraph [018], line 28 which includes a description of the one way check valve (item 22).

Claim 6 was cancelled since it was a duplicate of claim 5.

Applicant wished to thank the Examiner for indicating the allowability of claims 7-10.

Beck

Beck discloses a dual vehicular steering system comprising a primary steering systems for normal operation and a secondary steering system for emergency operation in the event the primary system should fail. The invention is to be used on large, ground based vehicles and is designed to prevent the loss of power to a steering system. Beck does not disclose or discuss the use of fuel or water as an auxiliary fluid. In fact, Beck includes the use of multiple hydraulic fluid reservoirs, which is a limitation the present invention overcomes by removing the need for redundant hydraulic fluid reservoirs.

Another advantage of the present invention is the use of fuel or water

already contained somewhere on the vehicle reduces the overall weight of the vehicle while also providing a large volume of back-up fluid in the event of a hydraulic system failure.


Thus, each of the amended claims 1, 11, 12, and 15 (and each claim directly or indirectly dependent therefrom) is patentable over Beck.

CONCLUSION

Applicant would like to thank the Examiner for the allowance of claims 7-10.

Applicant requests the reconsideration and withdrawal of the rejection claims 1, 2, 5, 7-12, 14 and 15, as amended. In the event the examiner wished to discuss any aspect of this response, please contact the attorney at the telephone number identified below.

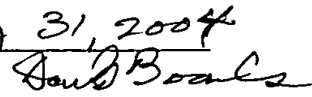
Respectfully submitted,

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